

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, INC. NRHS

The *DANVILLE FLYER* is published monthly by the **DANVILLE JUNCTION CHAPTER** of the **NATIONAL RAILWAY HISTORICAL SOCIETY** for its members and other interested persons.

The **DANVILLE JUNCTION CHAPTER, NRHS**, is a not-for-profit corporation organized to preserve the history of railroading in Eastern Illinois and Western Indiana and operates a museum located in the former Chicago and Eastern Illinois Railroad depot on East Benton Street in Rossville, Illinois. The museum is open weekends from Memorial Day to Labor Day and features many railroad displays plus a large operating HO model railroad.

Membership in the Chapter is open to anyone having an interest in any aspect of railroading. Dues per year are \$17.00 for Chapter membership in addition to \$20.00 for NRHS membership. Meetings are held on the third (3rd) Sunday of each month (except June, July, August and December) at the Pizza Inn Restaurant, Gilbert Street (Illinois Route 1) and Williams Street, next to CSX, in Danville, Il. with lunch beginning at 1:00 PM Central Time followed by meeting and program.

OFFICERS FOR 2005 - Our 37th Year

PRESIDENT: Dave Sherrill

SECRETARY: Al McCoy

NATIONAL DIRECTOR: Rick Schroeder

MUSEUM DIRECTOR: Robert Gallippi

EDITOR: Rick Schroeder, rickschro@insightbb.com
1819 Coventry Dr.
Champaign, IL 61822-5239

VICE PRESIDENT: Doug Nipper

TREASURER: Allen Cooke

PROGRAM CHAIRMAN: William Darnier

HISTORIAN: Jesse Bennett

PUBLISHERS: Allen Cooke & Doug Nipper

Cooke Business Products, Inc.

John Cooke Sr., Honorary Member

MEMBER: Association of Illinois Museums and Historical Societies

Visit our Chapter WWW Home Page On-Line - <http://www.prairienet.org/djc-nrhs/>



Norfolk Southern 17J leaves the new siding west of Sidney, Illinois on August 12. The new control point is known as "Unity" named after the township and nearby schools. The siding work was started in the fall of 2004 with construction of a new double-track bridge. This spring roadbed and track work was completed and the siding placed in service on 8/12. Tamping work is still needed after the siding settles in, thus 17J is traveling at restricted speed of 10 mph. Photo R. Schroeder

Coming Events

September 18, 2005

Danville, IL - Chapter Meeting at Pizza Inn, 1:00 PM CDT, meeting at 2:00 PM - seems like a long way off.

Labor Day Weekend , 2005

Rossville, IL - Rossville Depot Museum is open Noon to 4 PM each day, Sweet Corn Festival and downtown Rossville show.

First Saturday, September/October

Watseka, IL - C&EI HS museum open, Noon to 4 PM.

September 17 - 18, 2005

Decatur, IL - Decatur Train Fair, Decatur Civic Center, 10-5, \$3 admission.

September 17-18, 2005

Monticello, IL - Railroad Days

October 8 - 9, 2005

Springfield, IL - Great American Train Show, State Fairgrounds

October 15 - 16, 2005

Indianapolis, IN, Great American Train Show, Fairgrounds, 11-5, \$8

Next Meeting

The next meeting will be held on Sunday, September 18 at the Pizza Inn. As usual, we meet around 1:00 PM, order from the menu and start the meeting around 1:45 PM. This is the first meeting after a summer off so we look forward to seeing everyone again and finding out what you did this summer, just like when you were a kid in school. **Program this month will be a railroad history slide show by Fred Clark.**

The C&EI HS is planning to setup a table on Saturday at the Monticello Railway Museum Railroad Days event. This is a great weekend with different rides available. Come visit us and ride the trains. Also, some of the members are planning the annual visit to the GATS at Indianapolis in October. Let us know if you want to go so we can car pool as much as possible. This fall show always gets us into the mood for modeling over the winter.

You will note a listing for operating sessions. We will start in November this year as Bob G. usually gets the sessions setup and for some reason farming is more important in September and early October than running trains. Al McCoy is also planning some sessions on his Lionel layout this fall/winter and we will list them when available. Like to wreck trains, come to Al's and do like A. Cooke and your editor do - run them together. Maybe we will learn this year.

Operating Sessions

Rossville Museum, CI&E, 1:00 to 3:00 PM

Saturday, November 5, 2005

Saturday, December 3, 2005

Saturday, January 7, 2006

Saturday, February 4, 2006

Saturday, March 4, 2006

Danville and Western Railroad, 1819 Coventry Dr, Champaign 1:00 to 4:00 PM

Saturday, January 21, 2006

Saturday, February 18, 2006

Saturday, March 25, 2006

Saturday, April 15, 2006

New Member - Jim Hile, 719 S. Third St, Hoopston, IL 60942. Welcome Jim to the chapter.

NRHS Board of Directors' Meeting

The NRHS Board of Directors' met in Portland, Oregon on July 8, 2005, followed by the Annual Meeting of the Membership. Here are some highlights.

The Society announced the awarding of 12 Railway Heritage Grants for a total of \$32,000. Since the program began in 1991, we have raised and awarded over \$280,000 to support a variety of preservation projects. Once again, the total applied for was almost six times the funds available.

The Annual Meeting approved the Society's new Bylaws, which are now in effect. Copies are being distributed to all chapters and are available from the national office and website.



A charter was awarded to the new Quebec Central Chapter in Vallee-Jonction, Quebec, Canada. The chapter has 14 charter members, all of whom are new to the NRHS. The number of active NRHS chapters now stands at 174.

The Board of Directors' approved new dues rates starting in the 2006 membership year. Chapter and At-Large (formerly Associate) rates increase two dollars per year and Student and Family rates in-

crease by one dollar. This is the first dues change in four years. The NRHS still charges less than almost any other comparable organization in the USA or abroad. When adjusted for inflation, NRHS national dues are still lower than they were in 1977.

The Board accepted the audit report prepared by Padden Guerrini & Associates, Pc. Our external CPA firm reported no exceptions to the financial statements of the Society.

President Molloy announced that the NRHS has been approved for participation in the 2005 Combined Federal Campaign (CFC), our second year of participation. We have already received over \$8,000 in donations from the 2004 campaign.

Vice President and Editor Jeff Smith reported that Bulletin No.3 has been delayed from late May to mid-July distribution. The photographic proofs were not up to our standards, and we sent them back for re-work. Because of the historical nature of the publication, the Bulletin staff decided that issuing a quality publication on a delayed basis was preferable to issuing a sub-standard product earlier. Production of the remaining 2004 Bulletins is now on track for later this summer.

The national organization will be dealing with two personnel changes this summer. Shortly before the convention, Senior Vice President Larry Eastwood announced his intention to not seek re-election and to reduce his participation in the national organization. Also, Director of Membership Records Mike Bettiol asked to step down as of July 1, citing work pressures and personal reasons, although he will be available to assist during the transition period.

President Molloy said that these were both recent developments, and we are just beginning to look for volunteers to take over these functions. Since both Larry and Mike performed more than one job, we expect to divide their current responsibilities among several people.

At the same time we are making these personnel moves, the Society has begun a major project to modernize and consolidate our information systems in a file

server environment. The conceptual design has been completed and Jeff Smith is assembling the implementation team. We are also moving the production of 2006 dues bills to an outside supplier.

In convention business, the Board accepted the final report of the 2004 convention in Minneapolis. The 2005 convention in Portland was successful and well received by those attending. Advance registration has begun for the 2006 convention in New Philadelphia, Ohio, and forms will be mailed to all members with Bulletin No.3. We are still working on options for 2007.

NRHS NEWS EXTRA

Danville rail-to-truck coal facility

Work has started on a \$9 million coal transfer station development that could create as many as 20 jobs locally and ensure the Dynegy power plant's continued operation.

Site work started in late July on the rail-to-truck transportation hub at a 122-acre Northgate Industrial Park site, at the north corner of Lynch Road and Main Street. It will become a portal to accept dozens of rail cars laden with Powder River Basin coal from Wyoming to be trucked to Dynegy's plant northwest of Danville.

Regulatory emissions laws and competitive pricing account for a 65 percent decrease in Illinois mine employment and a 50 percent decrease in state coal production since 1990, according to the 2004 Illinois Coal Industry annual report. State coal officials expect this trend to continue as more power companies like Dynegy make business decisions opting for cleaner, cheaper western coal over Illinois' characteristically sulfur dirty coal, which is expensive to clean. .

In fact, more than 80 percent of all coal burned in Illinois is Western coal, the report states.

For the Vermilion Advantage economic development team, the project came down

to considering the longer-term greater good for the region. The county mines, in 2003, reported a 222-member work force in the state.

The power plant northwest of Danville employs 95 people, Haugen said:

The Riola and Vermilion Grove mines' sell most of their coal to the Dynegy plant, according to state records. Riola in 2004 trucked about 994,000 tons of its 1.6 million ton total production to the plant, said Art Rice, a state coal statistician with Illinois Department of Natural Resources. That same year, Vermilion Grove trucked 778,000 out of 1.3 million tons it mined, he said.

"In the snort term, mines of that size become questionable operations if they lose that much on contract," Rice commented.

"We'll see what happens in the long term. Peabody is big enough and has enough resources that there could be alternative markets out there." From its St. Louis headquarters, Peabody Energy owns or has majority ownership in 30 mines in eight states, including Black Beauty Coal Co. in Evansville, Ind. It also owns three Powder River Basin mines that produced at record levels in 2004.

The coal transfer station has been 18 months in the works. The company contracted by Dynegy to build and operate the transfer station, Southern Coal Handling Co. of Madisonville, Ky., worked directly with local officials to find a site.

That was no simple task, Haugen said. .

The site required two rail access, as well as access to weigh-approved roads for semi tractors that do not run through busy town areas.

"They said' to us multiple times that if they couldn't find a site, they'd close the plant," Haugen said.

Southern Coal settled on the Northgate site, which is ample enough in size to allow construction of a rail loop connecting to CSX and' a short-haul rail line, the Kankakee, Beaverville and Southern.

As many as 100 coal cars could empty

Continued on Page 3



Union Pacific's third "Heritage" diesel, new EMD SD70ACe No. 1988 representing the Missouri-Kansas-Texas Railroad. Horicon, Wis., August 17, 2005. Robert S. McGonigal - Trains magazine

HORICON, Wis. — Union Pacific's third "Heritage" diesel, new EMD SD70ACe No. 1988 representing the Missouri-Kansas-Texas Railroad, today rolled out of the paint booth at Wisconsin & Southern's shop. It is the third of UP's planned six-unit Heritage Fleet commemorating the larger railroads UP has merged with in the past three decades. The first two units, UP 1982 in shades of blue, honoring Missouri Pacific, and UP 1983, in green and silver with a big orange feather, honoring Western Pacific, were unveiled July 30 at the Qwest Center in Omaha, UP's headquarters city. All six units are to be brand-new EMD SD70ACe's. Each unit is numbered for the year the "Fallen Flag" railroad was brought under the Union Pacific shield.

The MKT, or "Katy," originally used yellow on its cars and structures, then shifted to red as its primary color, and it is this era the UP unit reflects. In its later years, Katy painted locomotives and cars "John Deere green" and yellow. UP acquired the MKT in 1988; Katy served the south central U.S. from St. Louis and Kansas City through Missouri, Kansas, and Oklahoma to Dallas-Fort Worth, Houston, and San Antonio, Texas. Among its notable modern passenger trains were the Texas Special, Katy Flyer, and Bluebonnet.

UP plans to have three additional units painted, honoring Chicago & North Western, Southern Pacific, and Denver & Rio Grande Western. The last one is expected to be outshopped sometime in early 2006.

"It is important that we take an historical perspective of who we are and how we got here," UP chairman and CEO Dick Davidson said at the three-hour, invitation-only dedication event in Omaha last month. "Our reputation as America's greatest railroad has been strengthened by the many lines that have become a part of the UP. It is time we pay homage to those railroads and the generations of men and women who helped to build a great nation and the foundation for our future."

The series of mergers helped UP create the largest rail franchise in North America. The addition of Missouri Pacific more than doubled UP's route-miles; Western Pacific gave UP access to the ports of San Francisco and Oakland; Katy gave UP access to Texas through Oklahoma; North Western brought UP to Chicago from the west; and Southern Pacific and Rio Grande provided access to previously unreachable western and south-western areas of the country. UP acknowledges that a secondary reason for the six Heritage units is to protect its copyrights of its predecessors' symbols.

When not on display at specific events when requested by, or of, UP, the six units will

be in the general assignment pool and will be treated as such. UP says it hopes to keep the units in their stylized paint schemes for at least a decade.

See the first two Union Pacific Heritage locomotives in the August 1, 2005 TRAINS News Wire.

Editor: Now we know why the UP wants to charge model makers and others a fee to use the UP and previous railroad logos and paint schemes. The UP plans to place the heritage locomotives in service on the lines of the former railroads. The Missouri Pacific unit, numbered 1982 and painted in a light/dark blue scheme with the Screamin'Eagle on the side, has been put in service on the former MoPac (C&EI) route out of Chicago to Texas. In addition to the locomotives they are painting their freight cars roaming the country with the previous logos and paint schemes - look for them in a neighborhood near you.

Coal - continued from page 2

their loads into a protected pit where the coal is temporarily stored until it can be loaded into semis, said Tracy Wahlfeldt, who lead the project for Vermilion Advantage.

It's also taken the project months to secure permits from the state and federal environmental protection agencies, Wahlfeldt said. She added that no environmental risks have been identified in relation to the projects. However, it has become an industry standard that the federal government closely monitors accumulation of coal dust, which can cause black lung disease.

CSX will install a turnout just east of Griffin Street off the mainline to connect to the former Conrail (P&E) line. That line will be upgraded to the facility located in the southeast quadrant of the CR/KBSR crossing. To begin with coal will be blended for the power company but in the future all coal may be western coal.

Questions have been raised as to rebuilding the former Brothers Branch that used

to serve the power plant when owned by the C&EI. The cost of rebuilding this trackage along with bridges to serve 286,000 pound capacity cars and building a loop track at the power plant would probably cost at least \$20 million or more, thus would not be cost effective at this time.

Various sources

CN Wreck

For those that have not heard two CN trains collided head on about 15 miles north of Jackson, MS at about 0415 hours. All four crewmembers were killed. I was acquainted with one of them.

M33491 08 IC 1023 IC 1014 with 53 loads, 54 empties 8234 tons 6303 ft exited the siding at Anding, Mississippi and collided head on with G 86971 09 -IC 1013, IC 1006, BNSF 4563, BNSF 4808 with 11 loads 126 empties 6091 tons and 8269 ft about 15 cars north of the north siding switch at 0415 CDT July 10th 2005 Mi 189.7 Yazoo Sub which is about 29 miles north of Jackson, Mississippi. One confirmed fatality and three other crewmembers unaccounted for at last report July 11th. It appears 334 ran thru a switch as the RTC noticed it going out of correspondence and made attempts to contact both trains to no avail. Not much can be done in 15 car lengths, probably with the existing technology the collision had already happened by the time the RTC got the indication in the Homewood dispatching office.

Tuch

Comparing our super railroad to Amtrak is unfair

The railroad depot at the airport is a bit like those destination-nowhere construction projects we Alaskans excel at conceiving and sometimes even building — a bridge to nowhere, a road to nowhere, a tunnel to nowhere.

This is a depot for no one, or at least for only a few of us. A sleek addition that

opened two years ago, it was built by the people (\$28 million in federal tax dollars) but not for the people, except those who are cruise-ship passengers. The only way an Alaskan, or anyone else, can ride the rails that link the airport in Anchorage with the docks in Seward is to buy a rail/cruise travel package.

You had to appreciate the irony, then, of the depot providing the backdrop this week for a speech by Transportation Secretary Norman Mineta, who used the occasion to bash Amtrak as a “disservice to riders and to taxpayers nationwide” that each year “gets in line for another subsidy.”

Strong criticism. Maybe even deserved criticism, given the huge losses — \$908 million last year — Amtrak suffers annually.

But the words would’ve packed more punch if they hadn’t been spoken at a train depot built with federal dollars for the benefit of the cruise-ship industry.

This depot is all about the cruise industry — so much so that the airport-to-Seward train schedule is set by the cruise industry, according to Tim Thompson, the Alaska Railroad’s public affairs officer. This year the train is making three round-trips a week during a 16-week summer season, for a total of 48 trips.

Once summer is over, it’s a depot with no trains. Eight months a year, the bronze plaque of Bill Sheffield — the former governor and railroad president who managed to get his name attached to the glass-walled depot with little or no public input — stands guard over an empty depot. Eight months a year, the tunnel connecting the depot to the main terminal, a beautiful walkway where overhead light fixtures change colors to resemble the northern lights, gets little or no use. Not exactly the ideal place to scold Amtrak for wasting money and ignoring the needs of riders.

After riding the train from the downtown depot to the airport depot (a scenery-packed trip that took 21 minutes), Mineta praised Alaska’s privately operated railroad as a subsidy-free model for the rest of the country. He called Amtrak a “dysfunctional monopoly” in need of reform,

and he hailed the Alaska Railroad as a prototype for inter-city rail travel in the rest of the country.

“Here in Alaska, you know how to run a railroad,” he said.

No argument there. Most of us are proud of the Alaska Railroad and love the blue-and-gold cars that you can only see here. Like Mineta said, it operates privately and profitably. It’s ambitious and inventive — it just opened a new depot in Fairbanks, it’s upgrading much of its tracks and ties, it’s experimenting with ways to reduce whistle noise, and it’s forged a successful partnership with the cruise-ship industry. It boasts a safety record considerably better than railroads in the Lower 48.

It carries Alaskans to homes and recreation areas off the road system, and it carries tourists by the carload. Of the nearly 500,000 passengers who rode the Alaska Railroad last year, 67 percent rode on cruise-company rail cars.

But mostly the Alaska Railroad hauls freight. Of the \$129.5 million in revenue the railroad pulled in last year, \$89.5 million came from freight.

That’s why touting the Alaska Railroad as a model for Amtrak isn’t fair. Amtrak doesn’t haul freight. Amtrak is all about long-distance passenger transportation, with routes that criss-cross the country. The longest passenger route in Alaska is the 350-mile stretch between Anchorage and Fairbanks.

Mineta hammered on the fact that Amtrak exists on federal subsidies while the Alaska Railroad is subsidy-free. That’s true. The Alaska Railroad uses no federal money for operating costs. But suggesting no federal money goes to the railroad is flat-out wrong.

Since 1996, the railroad has received more than \$372 million in federal grants for capital projects. According to Bill O’Leary, the Alaska Railroad’s chief financial officer, about \$15 million of the railroad’s revenues last year came from federal grants. That same year, the railroad reported a profit of about \$15 million.

And then there’s that \$28 million airport depot. The place built by the people for a

few of the people.

Mineta was on the right track when he praised the Alaska Railroad. But to do so at the expense of Amtrak was disingenuous.

Anchorage Daily News, Beth Bragg, July 8, 2005

Miller Tower Project Moves Forward

One of my very fondest dreams was to see Miller Tower reconstructed as a working, interpretative display for future generations to partake of the historical import and the fun - that my one-time duty station had to offer. I spent eight happy years serving at Miller Tower. It then served the CSX (former B&O) Railroad at Cherry Run, West Virginia, nestled amidst the splendor of the Potomac River Valley.

The tower ended service in September 2000. In fact, I was the operator who closed it. Memories are made of such things!

My dream soon began to fall into place. To the rescue came the wonderful folks involved with the restoration of the former B&O Roundhouse at nearby Martinsburg, West Virginia. Shortly before the tower closed, members and architects of the Berkeley County Roundhouse Authority came to the tower. They took measurements. They shared, too, in the pleasures of life in the tower, including a never-to-be-forgotten rendition of the '29 Song.'

In February 2001, just shy of five months after Miller Tower closed (and a month and a-half after I retired from the railroad), I went back to the tower to watch as a cadre of workers carefully disassembled the building, and a military convoy slowly moved the tower 14 miles to the roundhouse compound in Martinsburg where the building was carefully spotted on the ground in two pieces. It has been there ever since.

Each July, during Martinsburg Rail Days, I have staffed the Miller Tower table - conveniently situated next to the two-

piecebuilding - explaining the historic role of the tower and plans for its future. I'll be doing the same thing again this year (July 16 and 17). But if all goes well, next year (2006) I may actually be able to staff the tower - from within its historic working space.

May 14, 2005, was the day in which ground was broken for the tower's foundation, a seven-foot deep hole in the ground, 20 by 20 feet. Then, on June 7, concrete was poured. On June 18 the work of laying the blocks began. I was there, albeit briefly, on June 18, to witness the excitement. There I found Joe Vanorsdale, Tommy Clevenger and Lyle Seigel, all of them volunteers to the project, busily laying the blocks.

The foundation work will be finished in time for Rail Days, but the tower will not be reassembled just yet. What is needed is a crane. And rather than bring in a crane just for that project, the plan is to utilize a crane that will find its way to the site later this year as part of construction of an overhead walkway linking the Martinsburg train station with the roundhouse compound. That crane will be used for both.

Joe Vanorsdale is president of the Bunker Hill Train Club, a 28-member organization having close ties with the Martinsburg Roundhouse. In fact, the club has plans to establish a clubhouse and train layout in the old Fruit Exchange Building - owned by the Roundhouse Authority - located a few hundred feet east of the train station. That effort with the Fruit Exchange Building should see fruition in about three years, Joe says.

Meanwhile, Joe is coordinator for volunteers for the Miller Tower project, and many of those helping are members of his club. The project is grateful too, that Whiting Turner Construction Company poured the concrete free of charge, and Cain Construction Company dug the foundation free of charge (Jerry Cain is a Bunker Hill Train Club member). Such a response from volunteers will keep expenses to a minimum.

At this moment the fundraising effort for the Miller Tower Project, which began in 2000, has generated over \$22,000 in cash contributions. If you attend Martinsburg Rail Days this year be sure to add some-

thing to the donation jar at the Miller Tower table.

Allen, THE BULL SHEET July 1, 2005

CSXT Princeton Rail Line Extension Held Up by Utilities

CSX Transportation must wait until mid-July in order to get permission to encroach on three Princeton, Indiana, utility easements during the railroad company's rail line extension project.

Princeton's Board of Works wants more information about the depth and casing on water mains that cross under the CSX tracks on the city's south side.

The railroad is building a siding track and making crossing repairs in the area near Garfield, Makemson and Alabama Street crossings. CSX has purchased three parcels of land for the siding track, but the city retains a utility easement there.

CSX spokesman David Ashworth said new rail wouldn't necessarily be laid on the easement, but Mayor Bob Hurst said he wants more information on how deep the lines run and whether they're properly encased. Hurst had questions about whether the city would be liable for damage to the railroad tracks if a water line break occurred on a line that wasn't encased.

CSX's plans for a new four-mile siding track calls for double tracks at the Garfield crossing. Ashworth reported a few weeks ago. The railroad asked county government to close one rural crossing, and approached Hurst in April with a proposal to close Pinkney, Clark, Monroe, Hart and Makemson crossings on Princeton's south end in exchange for a \$70,000 cash incentive to the city, but Hurst wasn't interested in the proposal.

The mayor reported in early June that CSX isn't interested in closing the city crossings now.

County-Attorney Jerry Stilwell suggested CSX and Norfolk Southern railroads should help share the cost of building an overpass to ease traffic congestion when trains block the city's main arteries.

The railroad reps didn't respond to that request, or a suggestion from Hurst that some type of sign be installed on West Broadway to warn eastbound motorists of blocked crossings.

Hurst said proper warning would ease the congestion on the Brumfield overpass. He also said the city could explore a traffic signal at Brumfield and Embree Streets.

Trainorders.com, Via Indianapolis Railfans

Editor:

Now lets see what the facts are in the project as I have been involved since the early planning and design.

First, the Indiana Department of Transportation, CSX and NS have tried for years to close some crossings in Princeton. Several of the crossings have only cross bucks and these are lead candidates. Two of the crossings have less than 100 ADT with one having about 45 ADT (average daily traffic). In all of these years' politics has kept all of them open. INDOT had to give up and said all money would go to other locations in the state for safety of crossings. In early March we setup a meeting with INDOT and CSX/NS to discuss closure of crossings. INDOT made the commitment one more time that CSX could bring some of the local groups to the table they would discuss upgrade of the crossings along with closure. We then setup meetings with several groups prior to meeting with the city to get their blessing, which we had.

In the future CSX and NS plan to run the double track as a "joint trackage" with the diamond removed and No. 20 crossings at "Princeton" to allow movement to either track and

off to



NS. At "Gibson" on the west side the track would be realigned for double track and a No. 20 to diverge NS toward St. Louis. This would allow faster speeds, flexibility of train movements and reduce blockage time at crossings. (Present crossing is automatic and first-come first-serve).

INDOT came in with an offer of \$1.5 million to upgrade the warning devices at every crossing in Princeton. CSX started at \$75,000 and was willing to discuss. NS also stated a dollar amount and would sit down and discuss options. In meeting, as noted above, CSX started with their offer and Princeton said issue closed and no more discussion.

Princeton has wanted a grade separation on the main east/west street in town. Since this is a state/federal highway the profile must meet those standards thus wiping out several blocks of business. The overpass on the south side is substandard and was built without federal funds. They also want the railroads to pay the \$6-8 million in cost. Railroads will participate in funding but only a percentage and only if other crossings will be closed.

For the county part CSX wanted to close CR 400, a gravel road with no homes on it and an ADT of less than 50. At the same time the county had a bridge project to the south that had a private crossing near the bridge. Normally CSX would not allow the crossing that close to a bridge and if replaced would cost nearly \$100,000 to meet current standards. Both sat down at the table and an agreement came out that CR 400 could be closed, CSX agreed to the crossing near the bridge, waived most of the fees and would participate in part of the cost of the crossing. A trade off that resulted in the county, CSX and the traveling public becoming winners. Princeton chose not to discuss the city work even with INDOT paying the total bill.

In reference to the utility crossings the pipeline was installed without a casing pipe - a direct violation of railroad requirements. The old permit said one was there but apparently deleted and not known by CSX predecessor railroad (SBD). This issue has been resolved with

the city now installing a new pipeline in casing at considerable cost to them.

INDOT has stated they do not plan to come back to Princeton in the distance future to assist with funding on crossing projects. There are other areas in the state that are looking for help to provide safer crossings and INDOT plans to spend their money where the community is willing to work with them. We only hope that no accidents occur at any of the crossings in Princeton.

Rick

Conductor saves rider

And now to the Assistant Conductor who reached out and touched someone. As reported by The Richmond Times Dispatch, a man was beating on the side of Amtrak train No. 86 while a stop was being made at the tiny depot in Ashland, VA. Conductor Gerald Maxey heard the man yelling and banging on the door from the side of the train opposite of the station platform.

Maxey said the man yelled, "I gotta catch a train." The man was standing in the gauge of the adjacent track, and a CSX freight train was barreling down that track. Maxey knew something terrible was about to unfold.

Amtrak engineer Clinton Hues watched the drama grow worse from his vantage point on his locomotive. The approaching CSX train kept blowing it's horn at the would be passenger standing on the tracks.

Quickly Maxey told his Assistant Conductor who was standing near, to open the door. Michael Agee, a new hire on Amtrak, was about to get the memory of a lifetime. Agee opened the coach side door and looked down at elderly man loaded with luggage. He'd gotten himself on the wrong side of the train. A look up the line, and Agee could see that the CSX freight train was fast approaching.

Maxey yelled, "Come here, come over here!" But the man seemed oblivious to his danger. By now, the CSX engineer was

frantically blowing his horn, the 35 mph heavy train was just seconds away.

What Maxey did next was not covered in any of his Amtrak training manuals. He dropped to his knees and leaned down outward to the old man. A lucky grab with just fingers allowed Maxey's other hand to get a firm grip on the man.

"I grabbed his jacket by both shoulders and pulled him toward me," said Maxey. The Conductor had leaned over pulled on one the man's arms, Agee grabbing the other arm. He was clear!

Three feet away from the man's feet, the CSX train went by. Both the Assistant Conductor and the not-so-wise old man lay next to each other in the vestibule of train No. 86. Only after the death-defying event did the man realize what had just transpired. On the headend of No. 86 engineer Hues said a few religious words to himself.

It took a few minutes for everyone including watching passengers to get their emotions back in check. The elderly man, who just escaped death, said he just wanted to buy a ticket. Conductor Maxey, 60, was so spent from the ordeal that he left it to Agee to sell the man a ticket. The train continued its northward trek to Alexandria and Washington, DC.

Though both Maxey and Agee went about their workday as if all was forgotten, engineer Hues thought their bravery should be recognized. He sent an account of the incident to the United Transportation Union.

The train and engineman's newspaper ran a story in May praising both conductors' actions.

As for the old man, he went about his journey on that fateful day. Perhaps he'll turn around the next time he hears a loud horn.

Via Roanoke Chapter Turntable Times

Wheel Report

CSX and Union Pacific announced that they would partner to operate a regularly scheduled produce train from Wallula, WA to Albany, NY starting in the first quarter of 2006. A spokesman for the 2 railroads said that the train would consist of approximately 55 64-foot-long refrigerated boxcars and that its transit time from origin to destination would be approximately 124 hours. CSX and UP partnered a few years' back to operate an expedited produce train, but were forced to discontinue it due to service delays.

An injured CSX track worker was rescued by whitewater rafters. Korey Liston, Age 26, was inspecting track on the CSX main line through Pennsylvania's Ohiopyle State Park when his hi-rail vehicle derailed down an embankment. Rafters spotted Mr. Liston, placed him on an inflatable kayak, carried him back up the embankment, and put him on a CSX freight train that had approached the location. The train then took Mr. Liston to a waiting ambulance. He was then taken to hospital where he was initially reported in fair condition.

The Federal Railroad Administration released preliminary accident statistics for the first 5 months of 2004. During that period, 203 trespassers were killed by trains, up 14 percent from the first 5 months last year. However and during the same period, 146 persons were killed in grade crossing collisions, a decline of 8.8 percent over the previous year's first 5 months.

Illinois Governor Rod Blagojevich signed into a law a new state intercity passenger rail fund. Under the law, \$50 will be deposited into the fund each time a state employee travels Amtrak between Chicago, IL and Springfield, IL, the state capital, on official business. On Thursday, the governor signed legislation making it easier for Illinois municipalities to offer tax breaks and other incentives to encourage development of intermodal rail facilities. Provisions of that law include providing developers a sales tax exemption on building materials used for constructing and upgrading intermodal facilities.

(Editor: The bill originally called for the money to be set aside for rail transportation but the administration got that changed and apparently the money will go to other needs – like maybe Chicago.)

The Paducah & Louisville Railway announced that it would lease, from CSX, and operate approximately 125 miles of line in Indiana and Illinois. APAL spokesman said that it would form a new railroad, the Evansville Western Railway, to operate the line between Evansville, IN and Okawville, IL. *(Editor: This the remainder of the former L&N line from Evansville to St. Louis. The west end was abandon and is now part of the light rail out of St. Louis.)*

The Surface Transportation Board granted the adverse application of the cities of Peoria, IL and Peoria Heights, IL, to remove Pioneer Railcorp as the operator of service over Kellar Branch, which is owned by those cities. Central Illinois Railway will be the new operator of the line.

CSX announced that it would work to expand track capacity on its Southeast Corridor Lines between Chicago, IL and Florida and on its River Line between Selkirk, NY and Northern New Jersey. A CSX spokesman said that related infrastructure improvements would include increasing the number of passing sidings and improving signals. The spokesman added that CSX's annual capital expenditures would total approximately \$1.4 billion in 2006 and 2007. *(Editor: Several projects in Indiana on the former C&EI are coming out of this new funding. I can announce the locations once it becomes public.)*

Iowa, Chicago & Eastern News

New operations plan to take effect: The IC&E will initiate a new operations plan on or around July 11 that will reportedly make a number of changes. These changes are coming about due to an increase in traffic coming off the D&ME and heading towards Chicago.

Although we've yet to see the full plan, the most significant change will be addition of an M-HUBRC and M-BRCHU road

freights. The HU symbol is for Huron, SD. These trains will originate at Huron, SD on the DM&E and run east through Waseca and then take the Owatonna, MN connection onto the IC&E and travel down to Plymouth Junction, IA where they will use the Iowa Northern down to Nora Springs.

From Nora Springs the trains will run east on the Mason City line to Marquette, IA and then down through Dubuque. From Dubuque down through Samoa and Savanna and then to the Belt Railway of Chicago at Clearing Yard. These trains will operate daily.

These trains will attempt to use two crews to make the run from the Mason City-area (the trains won't through Mason City proper—the IANR Nora Springs connection is about 10 miles east of town) to Clearing Yard with the crew change point being Dubuque. These trams will also be switched at Dubuque, and to aid this, an additional couple of tracks are expected to be added in the yard there.

The Nahant-BRC trains are still going to be running, but the way that they are handled will also change. Reportedly, the Savanna-based 924 switch crew that was responsible for doing the blocking work on the westbound M-BRNA train during daytime hours there will be abolished in favor of a road-turn that would take the train from Savanna to Nahant and return to Savanna with the M-NABR. The 924 local will no longer be needed to break the north cars out of the M-BRNA, since the north cars will come out of the BRC on the M-BRCHU that will get worked over at Dubuque.

There might also be eastbound trains built for connecting railroads east of Chicago and delivered via the Indiana Harbor Belt. Although not confirmed, it is believed that the BRC has set a 120-car daily limit for eastbound traffic off the IC&E and using the IHB would be a way to get around this to deliver trains to the connecting railroads. Of course, none of this has been put in motion yet, so there maybe some significant changes before all the kinks are worked out of the operations, but it looks like positive changes are in the works.

Via North Western Illinois Chapter

[Link photo display brings back steam era](#)

Norfolk's Chrysler Museum of Art showcased Norfolk & Western Railway's steam locomotives in a display of 101 photos taken by O. Winston Link. Link made thousands of photographs of NW steam locomotives between 1955 and 1960, when NW's last steam locomotive was retired. The photos are from the collection of David and Susan Goode. It is the most comprehensive set of original signed prints, printed by the artist himself.

The collection includes well-known photos such as "Old Maude Bows to the Virginia Creeper," "A Summer's Evening with Train No.2" and "Hotshot Eastbound at the Jaeger Drive-In." Fifty of the photos are displayed in a photo gallery; the remaining 51 are video projections dissolving into one another every 10 seconds. Museum visitors also hear sounds of steam locomotives recorded by Link.

On the exhibit's opening day July 24, visitors were treated to special gallery activities, including an NW H-O scale model train layout, photos taken by NS employees that appear in its annual calendar, a gallery chat and exhibits by the Tidewater Division of the National Model Railroad Association.

"This special opening event was a way to demonstrate our appreciation for Norfolk Southern's support through the years," said Rick Salzberg, director public relations for the museum, which gave free admission to NS employees and their families on opening day.

The exhibit will be on display until Dec. 31.

Via NS Newsbreak – 8/05

[2006 NRHS Convention](#)

The 2006 convention will be held in New Philadelphia, Ohio and sponsored by the NRHS since no chapter came forward to host the 2006 convention. Events in the planning stage are steam and diesel trips on the Ohio Central, diesel trips on the Cuyahoga Valley Scenic Railroad, tours of the Ohio Central Shops, the Dennison Railroad Depot Museum, the Warther Carvings Museum and a night photo session. There will be a day of seminars by noted railroad authors. The Holiday Inn will be the headquarters hotel with a rate of \$79 per night. You may check out the other plans at the convention web site www.buckeyerails2006.org. An advance registration form is available with a deposit of \$10 for the advance registration forms to be mailed at least 15 days before others go out in the mail to members.

[Indiana History Train](#)

The Indiana Historical Society is bringing the Indiana History Train to West Lafayette October 20th through 22nd. The train has a traveling exhibit about The Faces of Lincoln. Admission is free and the train is open to the public everyday from 9 AM until 6 PM. The listing below is a link for more information about the train. I thought you might like to know about this exciting exhibit coming to the area for a few short days. <http://www.indianahistory.org/historytrain/index.html>



Canadian Pacific potash train along the Frazer River, photo by Dave Sherrill.

The Canadian Rockies by Train

By Dave Sherrill

Many of you that live in central Illinois may have seen the advertisement on Channel 3, by Judy Fraser, for the rail trip to the Canadian Rockies. My wife and I signed up for the trip this spring and early this month left on vacation for the train ride.

The first few days' travel was by bus, plane and even ferryboat rides, which included a tour of Victoria, we boarded our train in Vancouver. Departing on the Canadian Pacific we crossed the Frazer River on the Canadian National. Most of the east bounds use the CN and west bounds use the CP line through the Frazer Canyon.

We arrived in Kamloops for an overnight stay. The swing bridge was out of service so we backed into the yards and then bused to the hotel. The next morning our 26-car train was split with the rear half going to Jasper on the CN. We were assigned to the front half of the train and traveled on the CP. The scenery got better as we went through Kicking Horse Pass and the spiral tunnels. We saw several CP and CN trains on the trip, several with leased units. After two nights in Banff, it was back on the bus to Lake Louise, the ice fields and to Jasper. In Jasper the hotel was behind the CP Station where I got to watch the Rocky Mountaineer arrive that evening. Our trip home involved more bus trips and final plane ride back to Illinois.

Rails suffer from Hurricane Damange.

From Tuch - CN Engineer 9-3-05

We have 900 cars under water in New Orleans right now. CN waited for the last minute to move out the motive power and opted to leave behind the railcars with the idea that they could not justify the expense of moving them. So now they will have to change out 3600 wheel sets on all those cars. NS and UP moved all rolling stock out of New Orleans while CSX and

KCS also left cars in town.

There was talk of operating Amtrak 58 and 59 into and out of Baton Rouge to assist in evacuating people. Right now 59 is being terminated at Memphis and 58 originating from there as well.

The two E units have been moved south to be used to provide electrical power for some communities. Word is several other locomotives will also be assigned for such use. I'm guessing the two CNE's will also be sent. Depending upon when the power grids are restored where they are going to be assigned, they could be there for months. It is entirely possible that we might not have one for the Santa Train this

year. Possible. We'll see.

A train of MofW camp cars was sent down Thursday morning as an extra 194. These cars will be used to house CN railroaders that have lost their residences. Tank cars of diesel fuel were also sent on the X194. The regular 194 trains are handling trailers of bottled drinking water and refrigerated trailers of ice.

NB trains have been smaller. 343 and 331 are being combined at Champaign to Chicago where they are split up and operated separately from there. 343 comes from Memphis while 331 originates at Champaign with cars connecting off i/b 398. 398 originates on UP at North Little Rock. Other cars from trains like 335 and 435 also make up 331. 343 is being separated from 331 at Markham with a Wisconsin Div crew taking it north while the 331 crew handling that train on through to Glenn after picking up at Markham. A Wisconsin Div crew takes it north from there after set out and pick ups made. We had a 151 car combo train Friday. Thursday's crew had about the same. Wednesday they operated 343 and 331 separately and we only had a 30 car 331. 343 had 55. They operate the combo train as 331 between Champaign and Markham. 343 gets its own symbol again at Markham along with different power. I would suspect this pattern will remain the same for the present time.

Baton Rouge missed the worst of the storm and is coming back up. We get a large amount of business from there so this should keep many trains operating for the time being.

Unofficial word is that lots of rock is going to be moved for use as fill. I would not be surprised to see two or more trains per day. Rock from Lehigh (Vulcan) in Kankakee and Dresser Trap Rock in upper Wisconsin will probably be shipped in mass quantity. I would bet the high production gangs now working elsewhere on the system, like in Chicago replacing ties, will be moved south as soon as possible to get the lines rebuilt and reopened. Of course, it doesn't look like much will move in and out of New Orleans for some time to come.

(This forwarded to me from a friend at the KCS Notes list)

CN: I have heard that the CN line from Baton Rouge to Mays Yard was inspected by hi-rail today and was found to be above water. There was little wind damage at Mays Yard. (This might portend well for the largely parallel KCS line and KCS's New Orleans Yard, which is not far east of CN's Mays Yard.) CN's main line from Chicago and Jackson is entirely "gone" where it comes around the west end of Lake Pontchartrain and is missing in spots between the Bonnet Carre Floodway and Kenner (where it parallels I 10 through the swamp west of the city). These are wash-outs of major fills.

Tuch

Publisher's Notes

Rick had some space left over this issue since he went to a sixth page, so your publisher will try to fill it with something informative. First, for those of you with Internet access there is a site at www.railroadradio.net that has scanner streams from the southern Louisiana areas affected by Katrina. There are also some great photos of the damage on the CSX properties in that zone.

Second, I have managed to procure some CSX drawings of the new coal transfer connection and loop. The connection will be just west of Daisy Lane rather than just east of Griffin St. as reported in Rick's write-up. The switch on the main will be power-operated with a heater, and this means a new control point in Danville. These were legal size sheets, so some compression was needed to fit them on a letter size page. Hopefully, the pertinent info is still readable when printed.

Doug



